

Maryland Coalition for Responsible Transit and Citizens Against the SCMagLev

Is the SCMagLev Good for Prince George's County? Prince George's County Town Hall

January 14, 2021 @ 7:00pm

Welcome to All

Tonight's Speakers:

- County Council Member Jolene Ivey, District 5 • email: councildistrict5@co.pg.md.us • phone: 301.952.3864
 - Opening Remarks & Attendee Acknowledgements
 - Tonight's Agenda & Introduction of Tonight's Panelists
- County Council Member Dannielle Glaros, District 3 • email: dmglaros@co.pg.md.us • phone: 301.952.3060
 - Keynote & Analyzing Costs
- Bladensburg Mayor Takisha James • email: tjames@bladensburgmd.gov • phone: 301.927.7048
 - Municipality Concerns

Our Topic Speakers:

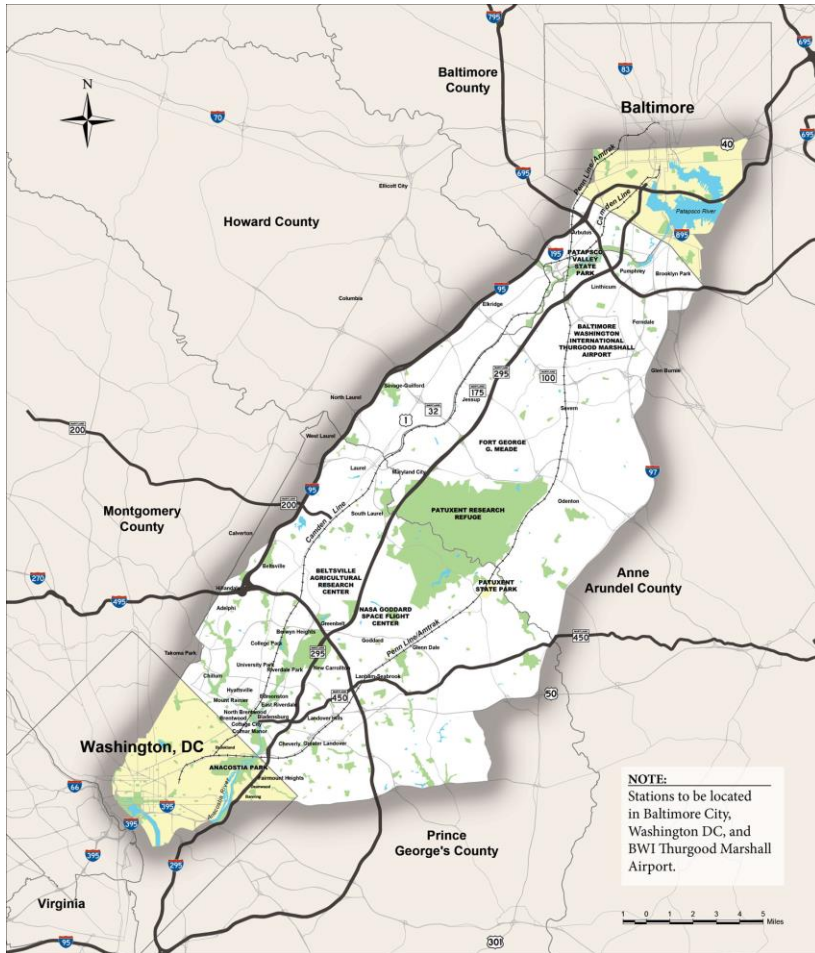
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| • Crashworthiness & Other Safety Concerns –
Louis Cerny | • Community Impact – Dan Woomer |
| • Greenhouse Gas Emission – Owen Kelley, PhD. | • Amtrak - A Better Alternative – Dan Woomer |
| • Road Congestion Would Persist – Owen Kelley, PhD. | • Opposition Summary – Dan Woomer |
| • Environmental & Ecological Impact –
Sam Droege | • Call for Action – What You Can Do –
Susan McCutchen |

What is SCMagLev?

- Japan's Superconducting Magnetic Levitation (SCMagLev) train is a high-speed, ground-based passenger transportation system.
- SCMagLev trains run on a dedicated guideway, use an automatic train control system, and have no at-grade crossings.
- The project is being promoted by the Northeast Maglev (TNEM) to introduce and build in the northeast corridor of the United States at a projected cost of \$15 billion, with a \$27.8 million grant to develop the concept and prepare the Draft Environmental Impact Statement (DEIS).
- Baltimore-Washington Rapid Rail (BWRR) is the project developer, a private corporation.
- With the approval process started in November 2016, the short-term goal is to obtain Federal Railroad Administration (FRA) approval to build a SCMagLev train segment between Baltimore and Washington, DC, with no passenger stops in Prince George's County.
- The long-term goal is to extend the train operation to New York City by way of Philadelphia.
- To implement the system would include construction of power substations, vent plants, one rolling stock depot (RSD), and other maintenance and/or ancillary facilities.
- The Maryland Coalition for Responsible Transit (MCRT) and the Citizens Against the SCMagLev (CATS) support the No Build option.

Keynote – Costs to Our Communities – Dannielle Glaros

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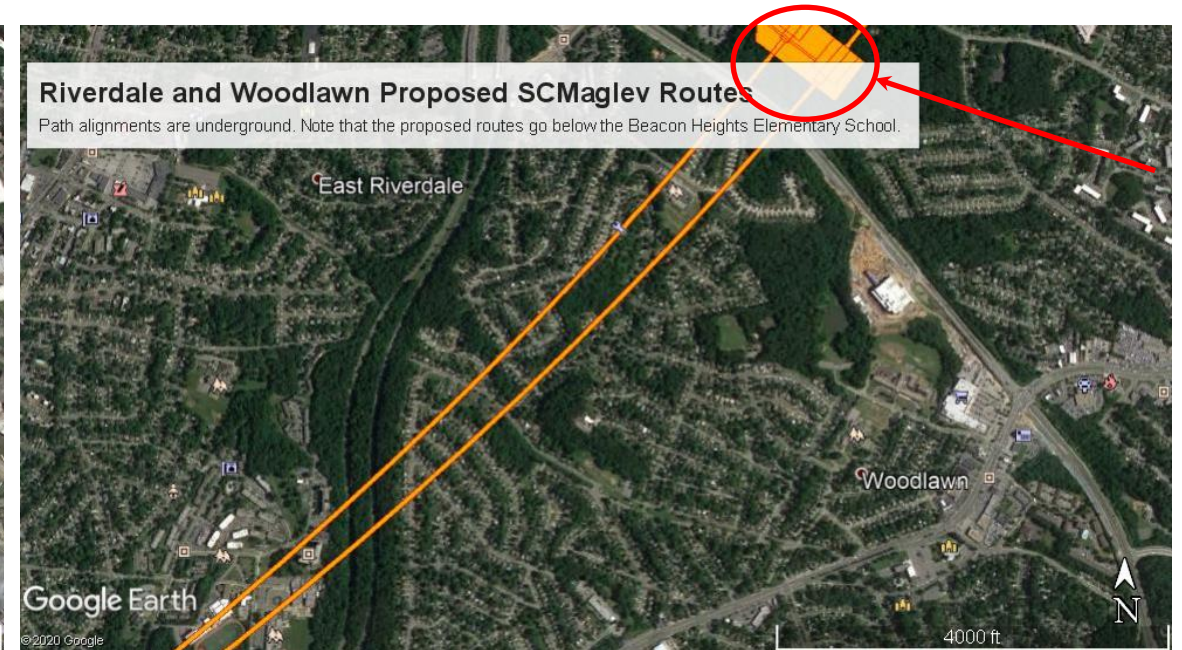


◀ Projected Study Area Map source:
www.bwmaglev.info/index.php/overview/project-map.

Keynote – Costs to Our Communities – Dannielle Glaros



▲ Google Earth. Note the proposed ventilation facility locations.

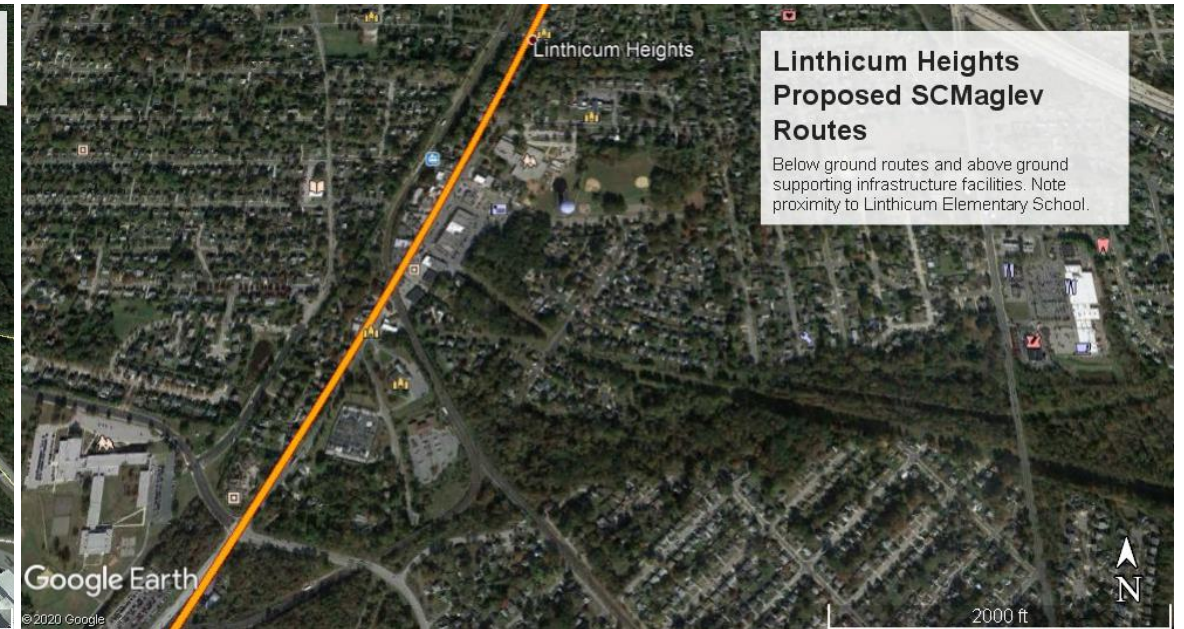


▲ Google Earth. Note the proposed ventilation facility locations.

Keynote – Costs to Our Communities – Dannielle Glaros



▲ Google Earth. Note the hundreds of the region's last remaining forested acres destroyed in building these proposed trainyards.



▲ Google Earth. The proposed SCMagLev passes near or under all three schools in Linthicum: Overlook Elementary, Linthicum Elementary, and Lindale Middle School. AA County School Board announced it is opposed to the building of the SCMagLev.

For an interactive map to see where your home is in relation to the proposed SCMagLev alignments, go to:
https://dcgis.maps.arcgis.com/apps/webappviewer/index.html?id=ae88f4ed5cff435cb96b9990bc15e997&fbclid=IwAR06z-MJogANs2cbGpyUJLgvCsTZ8LW_u3ZisOE-NNRdfBJRkgeByjdxV0.

Municipal Concerns – Mayor Takisha James

- **Impact to our local communities is of major concern.**
 - Concerns around environmental impacts
 - Constructing tunnels in a flood plain
 - Landfills in a neighboring municipality
 - Ventilation station near the Bladensburg Waterfront Park
- **This train will use Prince George's County as a pass through.**
- **There will not be any stops in the county offering residents direct access.**
- **Economic Benefits to impacted communities are not proven.**
- **The train will not bring visitors or workers to the County to support our local economy.**
- **There is no guarantee residents from local municipalities will benefit from these jobs during the construction phase or the SCMagLev's daily operation.**

Better Options for Municipalities – Mayor Takisha James

- **Supporting the Washington Council of Governments Regional Goals (referred to as Region Forward) are best for municipalities.**
 - We seek a broad range of public and private transportation choices for our region which maximizes accessibility and affordability.
 - We seek a transportation system that maximizes community connectivity and walkability, while minimizing ecological harm to the region and world beyond.
- **Efforts to reduce the number of commuter trips and encourage smart growth.**
 - By bringing the retail, housing, entertainment, artistic offerings to our local communities and making these offerings walkable, while we're reducing our carbon footprint over the long term.
 - Also according to www.aarp.com: "We believe that communities should provide safe, walkable streets; age-friendly housing and transportation options; access to needed services; and opportunities for residents of all ages to participate in community life."
- **Advocate for smart policies that focus on existing and new light and heavy rail systems, as well as on bikeable and walkable communities.**

Crashworthiness & Other Safety Concerns – Louis Cerny

- Many safety concerns have been identified with the building and operation of the SCMagLev, including crashworthiness and safety of operation.
- I'm a professional railway engineering consultant whose career has included over 30 years of involvement with maglev concepts. I have been a voting member of FRA committees developing regulations for high-speed rail safety.
- Past proposals to build maglev systems in Florida, Pennsylvania and Maryland using the German system were not approved for good reason.
- Despite certification by the German government that their maglev system was safe, on September 22, 2006, 70 percent of the passengers were killed and the rest injured in a maglev accident in Lathen, Germany.
- The Japanese government seeks to assure us of the safety of their SCMagLev, despite the number of passengers carried to date on their test track being only half of the typical number carried by the Washington Metro (pre-COVID) in a single day. Note: Japanese success with their wheel-rail trains does not automatically transfer to maglev technology.
- Justifications for the ongoing building of their SCMagLev are being questioned in Japan itself. The planned 2027 date for starting the first operation of the Tokyo to Nagoya is unlikely to be met. This would make the United States the first place where the safety of SCMagLev technology would be tested in high-frequency commercial operation.

Crashworthiness & Other Safety Concerns – Louis Cerny

- The Japanese SCMagLev has many unresolved safety issues that need to be resolved. Safety Rules of Particular Applicability (RPA) need to be developed by the FRA before the project is authorized.
- The crashworthiness of the vehicles must be assessed for the safety of the passengers if something goes wrong. The SCMagLev should not evade the safety rules now required for Amtrak. Promoters of the SCMagLev argue the computer systems will prevent a crash, but so did the German government before 70-percent of people riding that fateful day were killed in the Lathen maglev accident.
- There is a risk of the levitated SCMagLev train rising out of the guideway that must be evaluated. Picture the train hitting a small object that momentarily lifts up the front end while travelling at over 300 miles-per-hour. Currently there are no physical restraints to prevent the train from rising out of the guideway.
- Below 93 miles per hour, the train will ride on retractable rubber tires, and this raises many safety issues. If there is a power interruption, the rubber wheels may need to support the train travelling at over 300 miles-per-hour instantaneously before it comes to a stop.
- The dangers from the electromagnetic radiation need to be addressed. The November 2018 BWRR alternatives report said people underneath the guideway “ . . . need to maintain a minimum distance of 20 feet below the magnets . . . ”
- In summary, there are many safety questions to be addressed, and the project should not proceed until they have been answered. A detailed look at some of these safety issues may will reveal one or many fatal flaws in the project, resulting in the only alternative - the no-build option should be recommended.

Greenhouse Gas Emission – Owen Kelley

- Claim: BWRR's website claims the SCMagLev should be built because it would reduce CO₂ emission by 2 million short tons. No details or information to substantiate this claim have been provided.
- Fact #1: Constructing the SCMagLev track between Baltimore and Washington would likely release 0.5 to 0.9 million short tons of CO₂, as discussed in the Sierra Club blog post.
- Fact #2: It is unclear if the SCMagLev operations between Baltimore and Washington will even be carbon neutral.
- Based on Maryland's mix of electricity sources, generating the electricity to operate the SCMagLev would release CO₂, and that emission is unlikely be completely offset by a reduction in CO₂ from the amount of car travel BWRR claims the SCMagLev would replace.

Conclusion:

**SCMagLev Construction & Operation Would Likely
Increase Greenhouse Gas Emission.**

- Reference: Kelley. O. 2020 Dec 13. "Would the Proposed Baltimore-Washington Maglev Increase Greenhouse Gas Emission?" Issues Forum, PG County Group, Sierra Club, URL: <https://www.sierraclub.org/maryland/prince-georges/issues-forum>.

Road Congestion Would Persist – Owen Kelley

- Claim #1: BWRR's website claims that the SCMagLev should be built because it would reduce road congestion.
- Claim #2: BWRR's claims that 165 million vehicle-miles of car travel would be avoided each year that the SCMagLev operated between Baltimore and Washington (Rogers 2015).
- Fact: #1 Traffic on Maryland's highways increased by 1 percent annually, an increase of 500 to 600 million vehicle-miles annually (TRIP 2020).
- Fact: #2: SCMagLev operations may increase transit delays in places such as the roads near the SCMagLev stations at DC's Mt Vernon Square and Baltimore's Cherry Hill (or Camden Yards) station and on the DC Metro, which was already near capacity during rush-hour, pre-COVID (Kelley 2020).

Conclusion:

**The Proposed SCMagLev Would Provide
NO Overall Reduction in the Region's Road Congestion.**

References: (1) Rogers, W., 2015 April 17: "Direct testimony of Wayne L. Rogers", Case #9363, MD Public Service Commission, URL: <https://www.psc.state.md.us/search-results/?q=9363&x.x=20&x.y=20&search=all&search=case>. (2) TRIP, 2020: "Restoring Maryland's Interstate Highway System", URL: https://tripnet.org/wp-content/uploads/2020/08/TRIP_Maryland_Interstate_Report_August_2020.pdf. (3) Kelley, O., 2020 Dec 26: "Maglev Doubts". pg. A5, Letter to the editor, The (Annapolis) Capital Gazette.

Environmental & Ecological Impact – Sam Droege

- SCMagLev wishes to transfer federal conservation land to their private corporation.
- Precedent setting transfer opens the door to any corporation taking federal land.
- The land in question cannot be mitigated or replaced; it can only be destroyed.
- SCMagLev has targeted the largest remaining natural area in the region to:
 - Install a 200-acre industrial site
 - Expand rural roads
 - Destroy wetlands
 - Build multiple train trackways
 - Divert streams
 - Expand powerlines

Environmental & Ecological Impact – Sam Droege

- **The land in question is:**
 - The largest conservation and research facilities in the Federal Government.
 - Retains almost all its original biodiversity.
 - Contains endangered, rare, unusual, and uncommon plants and animals.
 - Involves NPS, USGS, USFWS, NASA, DOD, Secret Service, state, county, and local conservation lands.

Conclusion:

The Proposed SCMagLev Would Partially Destroy One of the Last Significant Conservation, Wildlife Habitat & Research Areas on the East Coast.

Community Impact – Dan Woomer

- BWRR plans to run the SCMagLev underground from Baltimore to BWI Airport, and underground to southern Anne Arundel County then above ground through Prince George's County, until the outskirts of Washington, DC, where the train will again go underground.
- According to BWRR the 43-foot diameter tunneled sections will be 80- to 150-feet underground. To support the tunneled section, ventilation facilities, up to 1.5 acres in size, will be built every 3 to 4 miles. Also, the SCMagLev calls for large power substations to be built along the route.
- 43-foot interior diameter tunnel, running 80 feet underground (as measured from the top of the guideway), and say a 2-foot wall thickness, could be as close as 35 feet below residential structure foundations. As commercial buildings can have larger and deeper foundations, the top of the tunnel could be closer to these foundations.
- The vibration of the boring process will be transmitted into the surrounding earth. Masonry and concrete do not respond well to such vibration. They will crack. Cracks will not only weaken the foundation and foundation concrete block walls, but allow water penetration, causing additional weakness and potential health problems like mold growth.
- The need for the surface ventilation facilities is three-fold: (1) ingress and egress for maintenance workers, (2) ingress and egress of passengers and rescue personnel in case of an emergency, and (3) in case of a fire, ventilation of the tunnel section.

Community Impact – Dan Woomer

- At 3 to 4 miles apart, in case of an emergency, passengers and emergency personnel would have to walk up to 2 miles and descend or ascend 80 to 150 feet from the surface. How is this going to work for a firefighter carrying 50 to 70 pounds of gear, or a person with disabilities trying to escape a fire?
- In case of a fire in the tunnel, BWRR will have the upstream ventilation facility push air into the tunnel, and the downstream facility exhaust the smoke into the atmosphere.

A fire with the SCMagLev will be fueled by plastic, wire insulation and lubricants. When these compounds are burned they release “chemicals such as hydrochloric acid, sulfur dioxide, dioxins, furans and heavy metals, as well as particulates. These emissions are known to cause respiratory ailments and stress human immune systems, and they’re potentially carcinogenic.” (MIT 2013). These toxic and cancer-causing compounds will be released into the atmosphere surrounding the ventilation faculty threatening all who live nearby.

- Anne Arundel and Prince George's County are a “hot spot” for radon gas. Radon is a radioactive gas released from the normal decay of the elements uranium, thorium, and radium in rocks and soil. Many structures in our counties have radon gas ventilation systems to remove the build-up of this cancer-causing gas in our homes and businesses. A 43-foot tunnel, running for miles at 80 to 150 feet underground would make an excellent radon gas collected. This radioactive gas will be pushed out into the community through the ground-level ventilation facilities. While the level of radioactive gas will likely be low, the impact on the private property values near these facilities will be negatively affected.

Amtrak - A Better Alternative – Dan Woomer

- Amtrak currently provides intercity passenger rail service with over 21,000 route-miles of track across 46 states, including the District of Columbia, and Canada.
- Amtrak's Acela Express, Northeast Regional, State Supported, and Long-Distance rail services between Boston, New York, Philadelphia, Baltimore, and Washington, DC, provide an expansive array of services for passengers and commuters.
- Amtrak provides coordinated passenger and freight rail service planning for the Northeast Corridor (NEC), as well as infrastructure access and operational support to eight commuter rail authorities — including the Maryland Area Regional Commuter (MARC) and the Virginia Railway Express (VRE) — and four freight rail operators.
- Amtrak has long experience as the U.S. high-speed operator, versus BWRR with no large, complex building experience.
- The FRA has already completed a lengthy and costly evaluation of future transportation needs and considered the capacity constraints of the total transportation system — including rail, highway, and air — to complete a programmatic Environmental Impact Study (EIS) of the NEC Future proposals and plans, and Amtrak received FRA's approval.

Amtrak - A Better Alternative – Dan Woomer

- Note: During this study a new alignment (route) was considered. This option was ruled out as being unduly expensive and unnecessary. Instead, the preferred alternative focused on improving the existing rail alignment (route).
- Amtrak's NEC Future's EIS to renew and modernize the NEC infrastructure between Washington, DC, Baltimore, Philadelphia, New York City, and Boston was approved by the FRA, and construction is progressing. As part of the secured \$2.5 billion loan, \$4.7 million was expended to replace the Baltimore-Washington Airport rail station used by both Amtrak and MARC.
- Over the next 5 to 10 years, the cost for the upgrades to Amtrak will require substantial financial commitment from the federal government, Amtrak, and others. These commitments are in direct competition with the plans of BWRR and their proposed SCMagLev.
- BWRR's anticipated January 2021 DEIS must justify the need for the SCMagLev as compared with Amtrak services, acknowledging that Amtrak is already providing passenger and commuter transportation and improving their array of services and NEC systems.



Opposition Summary – Dan Woomer

- There are many questions and concerns with building the SCMagLev, and we have covered but a few tonight.
- The safety and crashworthiness of the train system itself is in question. Germany certified their maglev train and train system as safe, but it was proven not to be, with the crash on September 22, 2006, where 70 percent of the passengers were killed and the rest injured.
- Building and operating the SCMagLev is unlikely to reduce greenhouse gas emission.
- The SCMagLev is not green – a report from Japan states the SCMagLev uses up to **five times** more energy as a high-speed, steel-wheeled train.
- The building of the SCMagLev will have extreme destructive impact on our environment and destroy one of the last wildlife preserves and plant research areas left on the east coast.
- The potential impact on communities along the SCMagLev route is extreme, e.g., loss of property, property value, dangerous emissions into the communities, exposure to electromagnetic radiation, pollution of streams and waterways, storm water runoff with pollutants, and an increase of invasive plants and vermin.
- Continuing to upgrade and enhance Amtrak, MARC and VRE is a far better alternative. Far fewer tax dollars, far more ridership, far more convenience, and already in place and operational.
- As other worldwide high-speed train and maglev projects, BWRR's claims of jobs and cost levels will likely not be realized. Fewer jobs in total, most construction short-term jobs, net loss of high-paying jobs, likely tax-dollar funded cost overruns, and building schedule delays.

And . . .

- **All of the pain and none of the gain.**

SCMAGLEV has only 3 passenger terminals: D.C., Baltimore, and BWI. There is no way for Prince George's county residents to ride SCMAGLEV as local transit, as it plows under us and flies over us. Prince George's and Anne Arundel will be burdened with all of the construction and operations pain in our counties. Financing remains obscure. And in case of failure/bankruptcy, there are no obvious solutions for how to recommission or decommission SCMagLev's ubiquitous exotic/toxic, non-standard proprietary facilities, nor binding obligations to make our communities whole again.

- **A faster train is not a quicker trip.**

SCMagLev claims it "will enable a 15-minute trip between Washington, DC and Baltimore" [northeastmaglev.com/news-room/]. But the proposed SCMagLev Route Alternatives do not directly connect (co-terminus) with existing North East Corridor (NEC) train terminals. So, realistically, an SCMagLev "trip" must add ground transportation time and walking time for passengers to actually get to/from the SCMagLev stations in D.C. and Baltimore, whereas existing NEC's ever faster trains have stations in the heart of both cities.

- **See Additional Challenges to SCMagLev Cost & Jobs Promises and Claims at the end of the slides.**

Don't be Railroaded by SCMagLev Claims and Promises.

Call for Action – What You Can Do

Support the NO BUILD option!

- The BWRR's Draft Environmental Impact Statement is to be released on January 22, 2021. The public comment period needs to be extended! Please write your concerns and opposition for the record by email, letter, and web form, according to instructions at: www.bwmaglev.info/index.php/contact-us.

Also, ASK for a comment period extension to 180 days!

- For a summary of our opposition points to building the SCMagLev, and to help you compose your opposition message to MDOT and FRA, go to www.mcrt-action.org and click on "SCMagLev Opposition Points."
- To make sure your mail/email comments are entered into the formal project record, clearly label them as *SCMAGLEV Comments*. Email or send you comments to:

info@BWMaglev.info
SCMAGLEV Comments, c/o Holly Arnold
Maryland Transit Administration
6 Saint Paul Street, Baltimore, MD 21202

- For more information contact Maryland Coalition for Responsible Transit at: MCRTaction@gmail.com.
- For additional information and updates about SCMagLev, go to: www.StopThisTrain.org, www.facebook.com/groups/CitizensAgainstSCMaglev, and www.mcrt-action.org.

Final Comments

- County Council Member Jolene Ivey – Guest Comments

Questions?

- County Council Member Jolene Ivey – Closing Remarks

Copies of tonight's presentation will be made available at:

www.mcrt-action.org www.stopthistrain.org www.facebook.com/groups/CitizensAgainstSCMaglev

Thanks for Joining Us.

Additional Information Supporting the “No Build” Option

SCMagLev More Tax \$ & Fewer Jobs

Cost & Jobs – SCMagLev Promises – Dan Woomer

- The promoters of high-speed and maglev trains promise lots of jobs.
But their job figures are often misleading or faulty.
- Many high-speed and maglev train projects across the world have cost far more than promised by the promoters. In some cases (think California's high-speed train fiasco), up to three times the original projected cost (to date and growing), requiring increasing amounts of government (i.e., tax dollar) subsidies.
Cost far more, needed large tax dollar subsidies.
- Few high-speed and maglev train projects across the world came in on schedule.
Many have experienced long schedule overruns.
- BWRR says the SCMagLev will create between 75K and 100K of jobs. Since 2017, we have asked to see the basis of this projection, the work breakdown projections, and information to substantiate their statements.
We have not seen anything to substantiate their jobs projection.
- Jobs created to build the SCMagLev will be short term. Once the system is built between Baltimore and DC, the jobs in Maryland will end. The construction jobs will then move north if BWRR gains approval to build to New York.
Maryland will lose these jobs as the construction moves to PA and NY, and many will be unemployed.
- If BARC, PRR, and NASA's Optics Centers put out of businesses, all the career, high-paying jobs will be lost from Anne Arundel & Prince George's Counties, and from the state of Maryland.
Net effect - Maryland will lose many career, high-paying jobs.

Cost & Jobs – SCMagLev Promises – Dan Woomer

- The tax dollars needed for high-priority transportation infrastructure projects will be used to subsidize the building and operation of the SCMagLev. After the SCMagLev is built, the construction jobs are finished, then the subsidies will be needed to maintain the operation of the system. These tax dollars should be used to maintain, repair, or enhance existing bridges, roads, and tunnels used by the vast majority to commute and travel, as well as commerce (think trucking and delivery vehicles), the financial lifeblood of Maryland.
Tax dollars are better spent to help all residents, not the wealthy SCMagLev system owners and riders.
- The SCMagLev will take ridership for Amtrak and Acela, requiring increased subsidies to maintain the existing east coast rail system.
Tax dollars will be used to subsidize two competing train systems.
- It is unlikely greenhouse **gases** and road congestion will be reduced with the SCMagLev. The addition of SCMagLev maintenance vehicles would add to the existing traffic congestion.
Unlikely reduction in greenhouse gases and more likely an increase in road congestion.
- Tax dollars should be used for the infrastructure we all rely on and need. The construction jobs generated will be long-term, as there are miles and miles of roads, bridges, and tunnels that need maintenance, repair, and enhancement.
More long-term construction jobs in Maryland rebuilding our transportation infrastructure.

MCRT & CATS Speaker Bios

- **Louis Cerny** – has been involved with maglev proposals since the late 1980s, when he served as the executive director of the American Railway Engineering Association. He has continued to study maglev technology as a private consultant and has commented on many maglev proposals. Mr. Cerny was a voting member of FRA committees that developed safety standards for high-speed rail.
- **Sam Droege** – grew up in Prince George's County and has worked as a biologist for the past 40 years, specializing in the survey and monitoring of plants and animals.
- **Owen Kelley** – has expertise in computational and atmospheric sciences. In 2019, he self-published a field guide to the Greenbelt North Woods, a forest within the Greenbelt National Historic Landmark and along the SCMagLev's path of ecological destruction.
- **Dan Woome** – a community activist and technical expert. He retired after a long career including positions with Westinghouse Defense Center, Johns Hopkins University's Applied Physics Laboratory, and the U.S. Department of Energy (DOE). During his career with the DOE, he worked in various positions with the Energy Information Administration and the Office of Congressional and Intergovernmental Affairs, and he helped set up the Office of Technology Transitions. He also served for several years as an adjunct faculty member with the University of Maryland University College, where he developed and taught mathematics, supervisory and leadership classes.

Who is CATS?

Citizens Against the SCMagLev (CATS) formed in 2016 with the initial Baltimore-Washington Rapid Rail (BWRR) and the Northeast MagLev (TNEM) proposal to build the first phase of Japan's Superconducting Magnetic Levitation (SCMagLev) train between Baltimore and Washington, DC. BWRR's long-term goal is to build the SCMagLev systems to New York City by way of Philadelphia. As community residents and activists attended BWRR presentations describing their build plans and the operation of the SCMagLev and raised many questions and concerns not answered by BWRR. Residents came together to represent the interests of their communities and form CATS. CATS has evolved into a confederation of scientists, engineers, experts, community organizations, and citizens in support of transportation infrastructure improvements that benefit our communities, state, and nation. CATS opposes the construction of an expensive transportation system serving a small minority of the wealthy at the cost of taxpayer funds far better appropriated to maintain and improve the transportation infrastructure needed and used daily by all residents, businesses, and commercial entities. CATS leadership have written numerous articles and provided testimony on legislation in Annapolis, and have met with elected officials in Washington, DC, to share information that challenge the promises and claims made by BWRR. CATS has identified better high-speed rail and commuter rail alternatives, and presented analyses on the extreme environmental, ecological, community, and financial costs and impacts that the building and operating the SCMagLev will have on communities, counties, and the state of Maryland. For more information, go to the CATS Facebook page: www.facebook.com/groups/citizensagainstscmaglev, and the Stop This Train website at: www.stopthistrain.org.

Who is MCRT?

The Maryland Coalition for Responsible Transit (MCRT) formed in 2020, as more and more communities and organizations joined forces to oppose the building and operation of the SCMagLev. MCRT's mission is to evaluate transit projects for social equity, environmental justice, economic viability, and community accessibility. MCRT believes the Baltimore Washington SCMagLev must be stopped in order to implement future transit projects that meet the criteria of a much lower price, and much less risk and impact to communities. Thus, we support the no-build option and are working to stop this project through the National Environmental Policy Act (NEPA) process, specifically by building public capacity to respond to the draft Environmental Impact Statement (EIS). MCRT is actively gathering and sharing information on the environmental, ecological, community and financial impacts building and operating the SCMagLev will have on communities, counties and the state of Maryland. For more information about MCRT and to make a donation to support the opposition to building the SCMagLev, go to: www.mcrt-action.org.